

**GOVERNMENT OF INDIA
DEFENCE
LOK SABHA**

UNSTARRED QUESTION NO:3544
ANSWERED ON:18.08.2005
UTILISATION OF MAN-POWER IN GRSE
Jha Shri Raghunath

Will the Minister of DEFENCE be pleased to state:

- (a) whether the labour of Garden Reach Shipbuilders and Engineers Ltd. (GRSE) remains idle;
- (b) if so, the details of idle man-days and the cost of idle man-days during each of the last five years together with the reasons therefor;
- (c) whether it is also a fact that while the management failed to utilize the available man-days resulting in idleness on the one hand, it continued to allow considerable overtime on the other hand; and
- (d) if so, the expenditure incurred by the company on payment of overtime to its employees during the said period?

Answer

MINISTER OF STATE IN THE MINISTRY OF DEFENCE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI BIJOY KRISHNA HANDIQUE)

(a) to (d): A statement is attached.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF LOK SABHA UNSTARRED QUESTION NO. 3544 FOR 18.8.2005

Garden Reach Shipbuilders & Engineers Ltd. (GRSE), Kolkata, is a labour intensive industry. 86% of the value of production constitutes the shipbuilding orders of Indian Navy and Coast Guard. The activities of plate cutting, fabrication and erection (constituting the steel throughput) of the hull production is dependent on the ships on order. Utilisation of manpower for the stated activities are, therefore, order dependent.

2. During the period 1999 to 2002 GRSE did not receive any new shipbuilding order and hence the percentage utilization of available manpower at main works was limited. Details of idle man-days and cost of idle man-days at main works during the last five years are listed below:-

MAIN WORKS

Year Idle Man-days due to lack of order Cost of idle man-days# (Rs. In Crore)

2000-2001	91262	2.00
2001-2002	98888	2.17
2002-2003	37671	0.83
2003-2004	12989	0.28
2004-2005	6145	0.135

Considering Wages only.

3. Utilisation of manpower in shipbuilding is dependent on the trade structure. The structural work is pre-dominant at the pre-launch stage while outfitting work is at post-launch stage. Because of the trade structure, cross utilization of manpower between the pre and post launch activities has limitations. With the launching of the last frigate Yd No. 3011 in November 2000, the structural work at main works was "Nil" resulting in idle man days as shown in Para (2) above till receipt of order for four fast attack crafts and start of production being November 2003. On the other hand manpower utilization at Fitting Out Jetty (FOJ) remained 100% with the post launch activities of Corvettes (GRSE) Yard No. 2039, 2041 & 2042) and frigates (GRSE Yard No. 3009 & 3010). To meet the committed delivery schedule, overtime had to be resorted to at FOJ on need basis during trials and handing phases of ships in spite of idle manpower existing at main works due to limitation in cross utilization as stated above.

4. Details of overtime and expenditure incurred on the same at FOJ for the last five years are indicated below:

Year	Idle Man-days due to lack of order	Overtime %	OT Expenditure (Rs. In Crore)
2000-2001	NIL	13.80	3.15
2001-2002	NIL	16.90	3.28
2002-2003	NIL	12.60	2.43
2003-2004	NIL	19.00	3.39
2004-2005	NIL	15.10	2.55